(ख) राजस्थान में कितनी कपड़ा (काटन) मिलें और कितनी सूत मिलें हैं और उनमें से कितनी मिलें चल रही हैं और कितनी रुग्ण हैं ;

(ग) क्या राज्य में कपास की पैदावार को देखते हुए नई मिलों के स्थापित किए जाने की संभावना है, और यदि हां, तो कब तक और ऐसी नई मिलें कहां-कहां स्थापित की जायेंगी, और

(घ) क्या राज्य में, भिवंडी की तरह विद्युत करघे लगाने का कोई प्रस्ताव है, और यदि हां, तो उस प्रस्ताव को कब तक कार्यान्वित किए जाने की संभावना है, और यदि नहीं, तो इसके क्या कारण हैं ?

वस्त्र मंत्रालय के राज्य मंत्री (श्री अशोक गहलोत) :

(क) कपास मौसम 1991-92 के दौरान राजस्थान में कपास की 10.23 लाख गांठ का उत्पादन हुआ।

(ख) 31 मार्च, 1992 की स्थिति अनुसार राजस्थान में 34 सूती/मानव निर्मित फाइबर वस्त्र मिलें (26 कताई मिलें + 8 मिश्रित मिलें) हैं तथा 30 सितम्बर, 1992 की स्थिति अनुसार इनमें से 5 मिलें बंद पड़ी हुई हैं। 31 अक्तूबर, 1992 की स्थिति अनुसार राजस्थान में बी० आई० एफ० आर० द्वारा रुग्ण मिलों के रूप में सूचित की गई मिलों संख्या 12 है।

(ग) नई औद्योगिक नीति के अनुसार वस्त्र मिलों की स्थापना करने के लिए लाइसैंस लेना जरूरी नहीं है। तथापि, एन० सी० डी० सी० राजस्थान के गंगानगर जिले में 2 सहकारी कताई मिलों की स्थापना करने पर विचार कर रहा है।

(घ) विद्युतकरघों की स्थापना विकेन्द्रीकृत क्षेत्र में होती है तथा यह निजी उद्यमियों द्वारा की जाती है। नए विद्युतकरघों की स्थापना करने पर कोई प्रतिबन्ध नहीं है।

Representation on the United Nations Commission on Sustainable Development

! *137. SHRI RAMDAS AGARWAL : I Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) what steps Government have taken so far to get a berth on the proposed U. N. Commission on, Sustainable Development, as a follow-up of the Earth Submit held in Rio;

(b) whether it is a fact that India has a better claim *to* get a representation because the country has a wide spectrum of competent Non-Govemment Organisations doing good work in this field as well as a large number of experts in Scientific field and eminent industrialists; as reported in the 'Hindustan Tumes, dated the 6th November, 1992; and

(c) if so, what is Government's reaction thereto?

THE MINISTER OF HUMAN RE SOURCE DEVELOPMENT (SHRI ARJUN SINGH) : (a) to (c) The struc ture and other modalities concerning the proposed Commission on Sustainable De velopment are yet to be finalised in the United Nations General Assembly. The exact manner of representation of any country in the Commission or its activities can be determined only in the light of that. But India's interest in being involved in this is known and will be taken forward when the modalities are finalised.

Allocation of Gas from HBJ Pipeline for Power Plants

*138. SHRI RAJUBHAI A. PARMAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleasd to state:

(a) whether the allocation of Gas from HBJ pipeline for power plants is based on any study justifying transportation of gas over long distances rather than evacuation of power; and

(b) if not, the reasons for not undertaking such a study?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) and (b) HBJ pipeline was originally conceived to supply gas to six fertilizer plants. Allocations for power plants were made subsccjuemi;

when three of the six fertilizer plants were delayed.

Sale of Human Organs in the Country

*139. SHRIMATI KAMLA SINHA :
DR. BAPU KALDATE :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a group was constituted in 1991 to examine the question of regulating the sale of human organs in the country;

(b) whether a draft legislation based on the recommendations of the group was circulated to the State Governments for comments;

(c) if so, what are the details thereof stating the reaction of State Governments with regard thereto; and

(d) when a legislation in this respect is proposed to be brought forward by Government ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI M. L. FOTEDAR) :

fa) Yes. Sir.

(b) No, Sir.

(c) Does not arise.

(d) A Bill, namely, Transplantation of Human Organs Bill 1992, was introduced by the Government on 20th August 1992 in this House. It is expected to be taken up for consideration during the current Session of parliament.

Chittaranjan Locomotive Works

*140. SHRI SUKOMAL SEN :
SHRI SUNIL BASU RAY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Govemment have decided to hand-over Chittaranjan Locomotive Works to the Multi-national Asea Brown Boveri (ABB); and

(b) if so, what are the reasons therefor?

THE MINISTER OF STATE IN TUF, MINISTRY OF RAILWAYS (SHR! MALLIKARJUN) ; (a) No, Sir.

(b) Does not arise.

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Air Pollution by Vehicles and Industrie in Metropolitan Cities

1350. SHRI DIPEN GHOSH : Will the Minister of Environment and Forests be pleased to state :

(a.) how much quantity of air human beings need to breathe per day;

(b) the percentage of pollution by the vehicles and industries in Delhi, Bombay, Calcutta and Madras to that of the country;

(c) the impact of such air pollution *ma* the population in these cities; and

(d) in what manner Government pro-pose to combat the situation and compensate the citizens ?

THE MINISTER OF HUMAN RE SOURCE DEVELOPMENT (SHRI ARJUN SINGH) : (a) A healthy adult breathes abom 8.5 to 11.5 cubic meters of air each day.

(b) The percentage of pollution count-ribu ted by vehicles and industries in the major metropolitan cities is about 60 and 30 respectively.

(c) The possible effects of air pollu-lanis on human health include—respira-toiy and bronchial diseases, giddiness, damage to the central nervous system, kidneys and lungs.

(d) The steps taken by the government to control industrial and vehicular polhi-tion include the following :—

(i) Environmental guidelines have been evolved for siting and operation of industries.

(ii) Industries have been asked to com-! ply with consent requirements of the State Pollution Control Boards.

!

(iii) Industries have been directed t« insta! necessary pollution control equip. ment on a time-bound basis and legal ac- ; tion is taken against the defaulting units.

(iv.) 18 categories of heavily polluting industrise. have been identified and these industries have been asked by the State Governments to comply with the emission standards on a time-bound basis.